

Western Carolina

It is even wise to abstain from laws, which, however wise and good in themselves, have the semblance of inequality, which induces resistance in the heart of the citizen, and which will be evaded with little remorse. The wisdom of legislation is especially seen in granting laws on conscience.

Dr. Channing.

SALISBURY, ROWAN COUNTY, N. C. MONDAY, JUNE 6, 1831.

(VOL. 1, NO. 67)

TERMS.—The terms of the Western Carolina will be as follows:—Two dollars and a half per annum, or two dollars daily, if paid in advance. No paper will be forwarded, except to the owners of the paper, until all bills are paid. Advertisements will be inserted at the rate of one dollar per square for the first week, and in each week they are continued, one dollar. Single copies to be paid for at the rate of one dollar. No paper will be forwarded to any person unless the bill is paid for it.

MISCELLANEOUS.

MR. BROUGHAM.

The January number of the New Monthly Magazine, commences a series of sketches of the English Bar, with a portrait of Mr. Brougham—a man whom, (it is said) no title of yesterday can elevate, and who will be happy if the new position in which his title places him, and the new circumstances with which it causes him to be surrounded, do not alter the man, as to make Brougham the lord inferior to Brougham the commoner.

The writer gives an interesting view of the struggles and impetuous exertions of Mr. Brougham in the earlier periods of his life, and in reply to the question whether pure philanthropy or personal ambition had the greater share in urging him on to various and numerous toils, admits that Mr. Brougham, like most other men acted from mixed motives, and gives him "credit for an honest anxiety to serve the people, combined with an ardent desire to elevate himself." We copy the sneezed paragraph, descriptive of his personal appearance and manner, and shall introduce two other extracts of a different character in another paper.—*Boston Courier.*

If, gentlest and most indulgent reader, you had chanced any morning during term to have walked into the Court of King's Bench, you would probably have perceived, near to one of the extremities of the King's counsel seat, a barrister with his brief before him, at which he now and then cast a rapid glance, as if he thought had suddenly struck him respecting some point of which he wished to make himself sure; and then he would appear to relapse again into rather profound reflection. There was no deep quietude in his repose—his position was changed frequently, and the nervous twitchings of his nose and upper lip seemed almost to indicate emotion caused by the forcible suppression of impetuous thought. His face was destitute of all pretension to beauty of feature or elegance of expression; his forehead rather broad, but not lofty; the nose long, and slightly curved upwards; the upper line long, and the mouth close and firm; his complexion of a hardy paleness, and the visage strongly marked with lines of thought; the eyebrow dark and full, overshadowing an eye, which in repose seemed small and incapable of much expression, but in moments of excitement and they were neither rare nor moderate—flashing forth such fierce energy as I have not seen equalled in any other man. On the whole his expression was that of a studious man, and a deep and vivid thinker; and this was Mr. Brougham, as you would presently discover, when some stranger in the crowd, as occurred every moment, asked, "which is he?" I have never heard a speaker more likely to enchain the attention; there was a serious earnestness in his manner, without any of that heavy gravity which sometimes makes seriousness tedious; his voice was clear, his enunciation distinct, beyond that of any other man in the court, and a continued flow and impressiveness in his language gave an interest even to ordinary details, of which in the hands of others, they would have been utterly incapable. He was not loud, yet so clear, distinct, and forcible in his utterance that not a word was lost; even his under tones, his "talking aside," when he was addressing the judges or a jury, fell with palpable distinctness upon the ear; but the distinguishing characteristic of all he said was its earnest clearness; there was no un-evenness, no hesitation, no hurry of words, no difficulty of expression. He seemed as if he spoke from an earnest conviction in his own mind that he was right; and even when he was quite wrong as in points of law he very often was, he discoursed on much with the air of a man who was quite certain about the matter, that the unlearned in the law were astonished when they heard the Judges pronounce that Mr. Brougham's legal positions were altogether untenable. It was, however, in the management of facts before an intelligent jury that his abilities as an advocate shone conspicuously forth. His extensive knowledge of mankind, and of the affairs of life, furnished him with a continued store of observation and illustration, while his matchless facility and force of language made every circumstance which he touched upon tell with ten times its ordinary weight. His powers of analogy, and his still greater powers of sarcasm, made his comparisons upon evidence singularly effective, and if he could have condescended to the

management of juries, his assistance would have been invaluable to suitors. But this management, this adapting of himself to the prejudice or ignorance of the people he had to deal with, and thus cajoling them out of a verdict, was an art which his impetuous and commanding temper, could not submit to learn. His address to the jury was a lecture upon the case or the evidence; he spoke as one having authority, and whose business it was to teach his auditory, by the strongest appeals to their reason, the way in which they should view the case that was before them. His energy always rose with the importance of the circumstances upon which he commented, and gradually proceeded from the vigorous, yet subdued earnestness with which he dwelt upon simple and ordinary facts, to the very highest strain of eloquent fervor, as his topics became more exciting and important. Then it was that he was accustomed to hurl forth his tremendous weapons of sarcasm and invective—and standing in the attitude of St. Paul in the cartoon, with his arms stretched forth, heaving forward, as it were, upon the devoted object of his attack the vast volumes of his wrath, he proved himself by far the greatest forensic orator of his time; and in that particular department of oratory, the philippics, he has probably not been surpassed by any lawyer, since Cicero. Many English lawyers have been noted for their powers of acrimonious abuse, among whom Sir Edward Coke holds a dishonorable pre-eminence; but in the lofty strain of vehement indignation the subject of our sketch stands unrivalled. It is to be remarked, however, that in the perhaps less manly, but not less persuasive power of the orator, which addresses itself to the kind feelings and gentler sympathies of the human heart, Mr. Brougham was found wanting. To paint the hideous wrong of tyranny and oppression—to exalt the glory of resisting them—to scourge meanness and cruelty—to overwhelm ignorance and presumption with sarcastic scorn, were tasks congenial to Mr. Brougham's powers. The excellence of knowledge—the nobleness of freedom—the stern grandeur of fixed resolution, all these were things which he spoke of as a man who felt them; but the softness of piety—the subduing power of gentleness and goodness—the fervency of affection, and the tenderness of love, either found no sympathy with him, or were not thought fit to be made use of in the exercise of his art—

"Impiger, iracundus, inexorabilis acer," He seemed to desire to be borne along by the torrent of his indignation, and never stopped for a moment to watch by the fountains of human tears.

FROM AN ENGLISH PAPER. WOLF FIGHT.

The month of December had just set in with all the rigours of a northern winter, which those who had never witnessed it, can form a very inadequate idea of from description only; and those who have, will have it too strongly impressed on their memory, to require any minute detail of its severity. I formed one of a party of five gentlemen who started from Calserona, the principal seaport in his Swedish majesty's dominions, to journey to Gottenburgh: we had with us two men servants and a lad about fifteen years of age, the latter of whom and one of my companions, were my countrymen; the rest of the company were Swedes and Danes, with the exception of one Frenchman. We travelled in four cars drawn each by one horse; and by dint of having the head of the vehicle brought well over, and being wrapt in numberless furs, cloaks, comforters, &c. we were tolerably well able to defy both the frost and the still more keen blast which swept over interminable fields of winter's liverr.

Our road was a little diversified for the first three days. It lay chiefly over a mountainous tract of country, with occasional moors extending for some miles and all deeply covered with snow, which had fallen considerably for some days, and had in some parts completely filled various fruitful valleys, which were pointed out by the guides we took from one town or village to another. At length we plunged into a deep forest through which our route lay, and where a good road had been prepared, but which we had great difficulty in keeping, in consequence of the forest had not been passed, before we became acquainted with the hideous forms of the natural

enemies of man and horse. Ever and anon, a wolf would cross our path, and sliding into the thickets of the forest, send forth a terrific howl, which I must confess was any thing but music to my ears. The horses invariably started, snorted, and trembled at every joint, whenever the noise of the wolfish herd betokened the vicinity and numbers of those fearful animals, and it required all the aids which our knowledge of the *menage* could furnish, to urge them forward, if the wolves, which occasionally appeared, two or three together as evening approached, happened to take their course along the road before the cavalcade. Nothing is more remarkable than the extreme terror displayed by the horse at the appearance of even a single wolf.

As night came on we cleared the main body of the forest, through which we had passed about forty miles, surrounded by the gloom of innumerable fir trees; among which not a living being, either bird or beast appeared to exist, with the single and disagreeable exception of the rapacious wolf. An opening of a mile or two on our right would have cheered us after our monotonous drive, varied only by the affair of changing horses at the solitary post houses on the road side, had it not been that at the distance of a quarter of a mile we observed a herd of about twenty of our enemies bending their way towards us. They suddenly stopped, however, and after an appalling howl, disappeared in the forest. This small band had been evidently alarmed at our numbers. Their appearance gave us timely notice of what we might momentarily expect; and accordingly our guides drew up, and we arranged to drive in a closer body, and immediately prepared our fire arms.

This precaution was taken in a fortunate moment, for we had just got a glimpse of the smoke of the village of Minesprach at which we intended to pass the night, and was about two miles off, when a tremendous howl, which came like a peal of thunder in the mountains of Switzerland, announced a herd of wolves in our rear.

The horses were already fatigued, but fear gave them renewed strength, and they fled at a dangerous rate towards the village. Their speed was in vain. A discharge of fire arms from the hindmost car bespoke the superior fleetness of wolves. And in a few moments the second in the line, in which I drove, was arrested by at least nine or ten of the largest and most powerful wolves I have ever beheld. My companion, the Frenchman exclaimed, *c'en est fait de nous*. And I really considered that he spoke the truth. I had already discharged three pistols and disabled as many wolves—the Frenchman had done his part, and we had jointly put the greater part of our assailants *hors du combat*: but our horse was clogged on his knees, and while three of these monsters were lacerating the poor animal's neck, a fourth, an immense creature, with glaring eyes and extended jaws, darted up, and would have infallibly had the poor Frenchman by the throat, had I not luckily at the moment seized my carbine rifle, which fortunately had a bayonet screwed on. I caught the creature at the point, while my companion, with admirable readiness, coolly put a pistol to the wolf's eye, and sent a brace of balls through the savage creature's head. The slaughter we had committed would not have saved us from the fangs of the herd, which I believe consisted of a hundred wolves, had not our guide, by firing a large rocket as a signal of distress to the villagers, given the savage animals alarm. The glare of the rocket drove off the greater part of the herd, and having wounded two, and slain the third of our remaining foes, we alighted, and found our companions had ridden themselves of their ferocious assailants.

We instantly collected the straw from the bottom of the cars, and kindled a fire to prevent the renewal of the attack, intending to await the arrival of the villagers, whose torches we perceived approaching the scene of action. On examining our forces

we found that, though each car had been surrounded, ours had been the severest conflict, with the exception of that in which the two men servants and the lad were. Their horse had reared, and in the struggle overthrown the car. The unfortunate men were each wounded, and the boy dreadfully lacerated, one of his thighs being completely torn away. We bandaged the boy's limb, and placed him in one of the other cars; but although every thing possible was done for him, he died from exhaustion before daylight.

The horse in the servant's car was already dead, and as ours was evidently dying, we despatched the poor animal. We counted nineteen dead wolves, and had no doubt there was as many more wounded. A crowd of villagers had arrived, and attended by a dozen torches, we soon reached a comfortable inn, where a good supper, and some wine brought from Carserona, would, but for the melancholy fate of the poor lad, have induced us to laugh at the terrors of a wolf attack.

No men labor harder than printers—no men are more scantily paid in proportion to the wear and tear of mental and physical constitution—no men in this community, we are quite certain, are called upon for so large an amount in proportion to their means, of gratuitous services—and we believe that no men perform those unpaid services with more cheerful alacrity. The boldness or indifference with which some people lay an assessment upon the newspaper proprietors would justify the inference that they suppose types and presses to cost nothing, journeymen and apprentices to labour and live without need of food or clothing, and paper-makers to furnish a costly material without ever asking for payment. We have no doubt that each of the proprietors of the daily papers in this city, gives enough annually, in the way of gratuitous advertising for persons or Societies who are able and ought to pay, and in newspapers for which he gets neither credit nor thanks, to defray the expenses of educating his children, even though he might have a son or two at college. If some rich fellow, who inherited his money without earning it, were to give away half as much he would be lauded "sky high," as the prince of philanthropists, and his name would ring along the Atlantic from Maine to Mexico, and be echoed from the Rocky Mountains, as a benefactor of his race. A few hundred dollars, given in a lump is something to tell of; six-pence at a time, a dozen times a day, is never thought of.

Bost. Cour.

FROM THE BOSTON PATRIOT.

The Oregon Territory. Columbia River, &c.—We have conversed with Capt. Dominos, of the brig *Owhyhee*, which arrived last week from the Pacific Ocean, who informs us that in February 1829, he entered Columbia River, and remained until April. He revisited the River also in August, 1830. He describes the climate as delightful, free from the vicissitudes of heat and cold experienced on the Atlantic side of N. America. In August the heat was not nearly so great as with us; and through the winter, he saw no snow, nor was there any ice seen in the river. He is of opinion that two crops of potatoes, and of different kinds of grain could be raised without any difficulty. The navigation at the mouth of the Columbia is rather dangerous, as there are breakers upon the Bar, where there is 41-2 fathoms at low water; and indeed the British Hudson's Bay company lost two brigs there, one in 1829 and the other in 1830; but from the mouth, for about 130 miles, as far as the Great Falls, the river is deep enough for the largest merchant vessel.

About 80 miles from the mouth of the Columbia the river Wallameth enters it, a large river which is navigable to about 20 miles from its mouth, where there are Falls of 20 feet, and a most eligible site for manufactures. From its source it runs a N. W. course to the Columbia. A smaller river,

called the *Cathlamet*, empties into Columbia from the north about 20 miles below the Wallameth.

The soil of these rivers, not far from the mouth of the Columbia, represents to be of the best quality, especially around the falls, where the country is a mixture of Capt. D. learnt from the natives, abounding with extensive fields of hard wood. These rivers abound in salmon, sturgeon, herring, and other fish: the season for herring commences in February, and continues until May. The natives are not much to be feared, very peaceable, by no means to be feared at Nootka Sound, &c. and in D. at no time felt any apprehension from them.

"Though now so cheap, the day will, in the end, prove monstrous." But of all cheap things that can be had, the most abundant and the most useful, is the education of children. In two many hands the price is not the difference of three dollars a man of sense and learning is displaced, to make way for a duncel. Listen to old Robert. The usefulness and destiny of your children, depend, in a great measure, on their education and early habits. Their education and their morals depend greatly on their tutors. If the master be illiterate and vicious, how can he impart knowledge & virtue to your children? A man of learning will not—cannot devote his time and talents for little or nothing. No man deserves a liberal support better than a school-master. When therefore a man offers to teach your children cheap, suspect him. A child will learn more in one quarter at a good, than in two at a poor school. It is cheaper, therefore in the end, to have a good schoolmaster at twenty-five dollars a month, than a poor one at fifteen dollars, for you save half the time.

A GOOD SHOT.

One of the best shots I ever heard of was made with a percussion gun. About ten or twelve years ago, an Eastern shore vessel was frozen up in the river and her provisions exhausted, the Captain went on shore to see "how the land laid;" in other words, to make reconnaissance of her route. Old Mr. Bobstay, who was celebrated for the number of her domestic fowls, could not bargain with the Capt. for any of his "assorted cargo;" at length he agreed to give a silver dollar for a shot among the poultry, and a greed to shoot a gun without a flint—this was accepted by the old lady, provided she loaded the gun, which she stipulated to do fairly. Captain Bobstay, who was up to a thing or two, when on board, took down old blue trigger, (just altered to the percussion principle) a large silver-sighted trumpet muzzled gun, imported before the revolution to shoot swans on the Potomac, put in six fingers clear of the wads, then cut off the ramrod level with the muzzle, and returned on shore reinforced by his mate and cook. The old lady, after trying the ramrod, very deliberately took off a small thimble which she used as a charger, and having loaded with a thimble full of powder and an equal quantity of shot, delivered the gun to Capt. Bobstay, who then placed six fence rails in two rows at a foot distance, and bating with corn between them; so soon as the poultry mounted their heads between the rows, Bobstay took a position so as to enfilade the whole defile—slap bang went Old Blue Trigger, with a most horrid explosion.—Huzza for old blue trigger shouted the Captain—huzza shouted the mate—huzza shouted the cook—God have mercy on me," said the old lady—hiss went the geese—gobble, gobble, gobble, went the turkeys—quack, quack, quack, went the ducks. Seventeen turkeys, nine geese, five ducks, thirteen chickens, and the house pig, were the fruits of Captain Bobstay's exploit.

Spring Magazine

Railway.

FOR THE YEAR 1831.

Mr. J. H. Jones, of the Liverpool and Manchester Railway, has just published an annual report on the progress of the line, and should attract the attention of all who are interested in the subject. It is a very interesting document, and should attract the attention of all who are interested in the subject. It is a very interesting document, and should attract the attention of all who are interested in the subject.

The enclosed report shows what is doing in England: The Liverpool and Manchester enterprise going on, and the equally rapid progress of the line from Liverpool to Manchester, and what is doing in America. We see work of internal improvement going on every where except in the States. Why this lethargy in North Carolina? Why this inactivity in the States? The railway system is the only one which carries North Carolina forward in the great race of improvements progressing in the world. Shall we be thrown in the rear of all the others? Forbid it patriotism! Rather let us spirit from the example of others, and cannot outstrip, at least, do what we can to improve the condition of our State.

LIVERPOOL AND MANCHESTER RAILWAY. ANNUAL REPORT. LIVERPOOL, 28th March, 1831.

The Directors in laying before the public a statement of their proceedings at the present occasion, are fully conscious of the new and responsible situation in which they stand. Hitherto they have appeared as the advisers of a public measure, and as the conductors of the various operations required to carry that measure into effect. At the present moment, however, they are acknowledged a more serious responsibility, as being amongst the originators of an undertaking of immense magnitude, which through the progress they have made, would be of signal benefit to the towns of Liverpool and Manchester, at the same time that it would afford a safe and lucrative investment to the proprietors. The Railway has now been in partial operation for six months; and they will proceed to show, that the experience of these six months has justified the favourable sentiments they have, from the first, obtained.

The railway was partially opened to the public for the conveyance of passengers, on the 6th of September last; and in this department of their business, the company have not been required to wait for that gradual and tardy transition, which usually takes place, when long established modes and customs have to be superseded by the introduction of new schemes, and an untried system. Within fourteen days from the opening of the line, the number of passengers conveyed between the two towns was about 800 per day; and before the end of October the number of passengers amounted to 1300 per day; while the whole existing establishment of Stage Coaches and Hails, on the Turnpike-road, prior to the opening of the Railway, would not accommodate more than seven hundred persons per day. This sudden and extraordinary influx of passengers, claiming to be conveyed between the two towns, must be ascribed to the unexampled ease, rapidity, and cheapness, with which the journey was effected.—Two hours was then the usual time allowed, and since the late arrangement, by which the First Class Trains have been relieved from the frequent stoppages to take up and sit down passengers on the road, the journey of thirty miles, by these Carriages, is generally performed under an hour and a half; and thus, in a few months, has been effected a new and extensive system of intercommunication, highly important to the interests of a mercantile community, and so extraordinary and complete in its character as to form an era in the progress of internal improvements and a striking epoch in the advance of mechanical science. For this gratifying result the company are of course indebted to the high talents and persevering energy of their Engineer, Mr. Stephenson, who has executed the work with a precision and effect truly wonderful. The Company are also under great obligations to their Treasurer, Mr. Booth, for the plan of the Rail, which has given the Locomotive Engine such additional power.

But the quick speed of Railway travelling, which constitutes its recommendation to the Public, brought on the Directors an increased anxiety, and the necessity for unceasing exertions, in order that the strength and general structure of their Engines and Coaches might as soon as possible be made capable of resisting the strain to which, from their unexampled speed, they were subjected. In their efforts to provide Carriages both commodious and strong, in every way suitable to the object and satisfactory to the Public, the Directors believe that they have succeeded. Upwards of 130,000 passengers have been booked at the Company's Offices, besides many thousand persons taken up at intermediate stopping places; and they have reason to believe, that the conviction is now

general, that Travelling by the Railway is the safest as well as cheapest and most expeditious mode of public conveyance ever presented. It is true, that since the opening of the Railway four fatal accidents have occurred to workmen employed by the company, owing to neglect or carelessness; but the Directors have the satisfaction to state, that only two accidents occurred to passengers, one a trifling confusion, the other attended with the loss of a limb, resulting from the party having imprudently, and against remonstrance to the contrary, jumped off while the Trains were in rapid motion.

In the Merchandise Department, the increase of traffic, though more gradual, has been very satisfactory. In December last, the weight of goods passed along the line between Liverpool and Manchester was 1432 tons; in January 3848 tons; in February 4818 tons; and in the present month, up to the 26th, 5104 tons. The Directors are preparing a cattle station, Broad Green, and are building carriages calculated for the conveyance of live stock. This branch of their business the Directors have always considered would afford great accommodation to the public as well as profit to the Company; and they hope speedily to bring this department into active operation.

Of Coals, only a few thousand tons have as yet been brought by the Railway; the pressing demands made on the Company for the conveyance of merchandise and passengers, having required the whole of the engine power which the Directors have, on the onset, been able to command: they look forward, nevertheless, to this branch of traffic constituting an important item in the revenue of the concern.

But while the business of the Railway in its various departments, has been thus satisfactorily established, it must not be disguised that the expenses of the company, in some items, have exceeded the previous estimates furnished to the Directors. This has especially been the case in respect of the Locomotive Engines; the wear and tear of which, owing to the rapidity of their motion, and to machinery, in the first instance, being found much too weak, (a defect which experience only could discover,) has exceeded all former calculation. The Directors, at the same time, see no reason to regret the exertions they have made to establish a system of travelling as perfect as possible; being persuaded that the great increase in travelling, which may be ascribed to the completeness of the system, will soon overbalance, even in a pecuniary point of view, the extra cost of wear and tear in engines and carriages.

The Directors take the present opportunity of replying to an observation which has been circulated with much industry, namely, that the railway was not adapted for the conveyance of heavy or bulky goods. The exact contrary is the fact. In the last three months the capability of the Railway for the transit of merchandise, on a large scale, has been brought to the most effectual of all tests, the tests of experience; and the result is complete and satisfactory. On the 25th of February, an experiment was made with a new and powerful locomotive engine the *Samson*, constructed by Messrs. Robert Stephenson & Co.—Her load was 807 tons of merchandise, in 30 wagons, the gross weight conveying (besides the engine and tender) being about 150 tons. She was assisted up the inclined plane by three other engines; and without further aid proceeded to Manchester, where she arrived with her train in 2 hours 35 minutes from the time of starting. Indeed, the vast capability of railways for the transit of merchandise appears to be very imperfectly understood. It may be easily demonstrated that the passage along the line of 4000 tons of goods per day, being about three times the quantity that now passes by all the existing conveyances, would occupy any one portion of the line above fifteen minutes in the day, or a fraction of time amounting to 3/95th part of the twenty-four hours. Nor will this be surprising to those who have observed and considered the quiet almost deserted appearance of nearly the whole line of Railway, even on the busiest days.

Hence the capability of the present undertaking to discharge any imaginable increase of the trade between the two towns; and hence how unnecessary a rival road, founded on the alleged incapability of the present Railway! The Directors are prepared to carry three thousand passengers per day, being three times the number now passing; and in a short time will be able to convey all the goods which can be offered to them. It is admitted that the *Samson* is of more than the usual size, and though it may be found expedient for the accommodation of the diversified traffic on the Railway to use smaller Engines, with fewer wagons attached to them, this is matter of arrangement, and will depend on the varying circumstances of the case, the experiment, nevertheless, is complete in itself, and exhibits a practical answer to the confident, but ignorant, assertion, that Railways are not calculated for the conveyance of heavy goods. To the

mercantile public, the result will be every way satisfactory, they had been led to expect an important reduction in the cost of conveyance, both of goods and passengers, and this has already been effected: the cost of conveyance for cotton, the staple commodity of the two towns, has been reduced 33 per cent—namely from 13s to 10s per ton; and the charge for passengers, in a still greater ratio, namely, from 10s to 5s each.

Since the last Annual Meeting, the Kenyon Junction Railway has been completed, by which a cheap and direct communication is effected, through to Bolton, and thence, by water carriage to Bury and the surrounding country. Already about 40 tons of Goods are conveyed daily between Bolton and Liverpool, in addition to the traffic between Liverpool and Manchester, and there is no doubt of this Branch Railway bringing a valuable accession of toll, both in goods and passengers, to the Liverpool and Manchester Line. The Warrington and Newbern Railway, the Wigan Railway, and the St. Helen's Branch, are all in the course of execution, thereby opening an advantageous communication with the coal fields in the vicinity of the two latter lines, and together with the Kenyon and Bolton Railways, intersecting in three different directions the great coal fields in this part of the country; also affording a cheap and convenient access to the Manufacturing Districts of Hindley, West Houghton, Chowbent, Tildesley, and Leigh.

Before leaving this branch of the subject, the Directors will advert to the system of the management on which it has hitherto been deemed expedient to conduct the business of the Company.

It was the wish of the Directors, in the summer of last year, to make such an arrangement with one of the Carrying Companies on the Old River Navigation as would have induced it to transfer a part at least of its Carrying Establishment to the Railway; after repeated interviews and discussions, the Company alluded to demanded, as their share of the charge to the public, in order to defray the expenses of their Establishment at Liverpool and Manchester, 9s. out of every 15s. per Ton, while for the remaining 6s. the Railway Company were to grant the use of the Railway, to provide Locomotive Engines, Moving Power for the Tunnel, Inclined Plane, Wagons for the Goods, Guards on the Road, and every other contingent expense. Such an extravagant demand, from a Company having experience in the Carrying business, and one, whose direct and evident policy it was to establish itself on the Railway, afforded little encouragement to rely on the co-operation of any of the existing concerns. The Directors, therefore, saw the necessity of being themselves (in the first instance, at least) Carriers, as well as Receivers of Toll, on the Railway. They accordingly provided a Carrying Establishment, on a limited scale, at each end of the Line; by means of which they have brought the Railway into immediate useful and profitable operation. In the Travelling Department the necessity was still more apparent, for the Company to establish their own vehicles, subject to their own arrangements. And while their success, in the Conveyance both of Merchandise and Passengers has fully justified the principle and plans which they have adopted (the Directors trust, with no less advantage to the Public than to the Company,) it does not prevent any arrangement being made, either with independent Carriers or with Coach Proprietors, should the accommodation of the Public or the interests of the Concern require the adoption of such a course of proceeding.

It may be expected that after a winter of more than ordinary severity, both from snow and frost, some notice should be taken of the interruptions to the traffic on the Railway, which, to a certain extent, must unavoidably have been occasioned. The statement will be very satisfactory; on no one day were the Trains of Goods prevented passing between the two towns—on no one day was the number of Trips performed by the Coach Trains diminished—some delay, in point of time, was certainly experienced, but the extent of the evil amounted to this,—that on two or three occasions the Railway Coaches were as long on the Road as the Stage Coaches were accustomed to be, in their ordinary course of Travelling.

By an inspection of the balance sheet of the Company's Accounts, up to the 31st of December last the Proprietors will perceive the amount of profit derived from the working of the Railway, from the 16th of September to the date: and the Directors have great satisfaction in being enabled to recommend to the Proprietors a Dividend of 12. per Share, chargeable on the net profits of the Concern, to the end of the last year. It is gratifying to the Directors to be able to announce so prompt a return on the Capital subscribed, and they have full confidence in regarding this first Dividend as an earnest of that permanent and substantial prosperity, which it will be the duty and the pleasure of successive Directors, at future Annual Meetings, to record.

Before concluding their Report, the Directors cannot refrain from expressing

to the Proprietors their acknowledgments, for the uniform confidence which they have experienced at their hands. In the Expenditure of so large a Capital, and in the exercise of the discretionary power with which they have been invested, they have had occasion for all that candour and liberal consideration which the Proprietors have uniformly shown. The undertaking intrusted to their charge is now fairly launched into operation, and the Proprietors, under whose sanction the work has been carried on, will have the satisfaction of reflecting that the result has been, not more advantageous to themselves as individuals, than beneficial to the country at large.

CHARLES LAWRENCE, Chairman.

FOREIGN.

HIGHLY IMPORTANT

FROM EUROPE.

DEFEAT OF THE RUSSIANS WITH THE LOSS OF MANY THOUSAND MEN.—GEN. DIEBITSCH SAID TO BE TAKEN PRISONER.—BRITISH PARLIAMENT PROROGUED BY THE KING IN PERSON.

By the *Napoleon*, Capt. Smith, from Liverpool on the 25th April, the Editors of the *Courier & Enquirer* have received London dates of the 24th and Liverpool of the 23th, both inclusive. The news by this arrival is of the highest importance.

It will be perceived that on the question of Reform in England, there was a majority of eight against the Ministers—in consequence of which they tendered their resignations, which the King refused to accept, and in person prorogued Parliament on the 22d, to Tuesday the 10th of May, with a view of its being immediately DISSOLVED. The excitement in the House of Lords was unprecedented.

We consider this the most important event which has occurred in England for centuries. The people with one voice called aloud for reform, and their representatives, alarmed at the state of the country, and convinced of the justice of their claims, decided, by a majority of one, to comply with their wishes. By the mere force of corruption, a change was produced in the Commons; and, to their surprise, Ministers found themselves in a minority of eight. In this crisis they tendered their resignations, and, to the honor of the King he said, he refused to accept of them! He saw the country on the verge of revolution; he saw the people rising in their might against an unfeeling aristocracy, and a corrupt boroughmonger system; he felt the justice of their claims, and witnessed the oppressions under which they labored. In this extremity, he had the rare honesty of deciding in favor of the oppressed against the oppressors—of the People against the Tory Aristocracy—and nobly determined upon a dissolution of Parliament. This resolution was taken at 12 o'clock, and at 3 P.M. he delivered to the Lords and Commons a speech which does honor to his head and his heart—a speech which will save England from revolution, anarchy and bloodshed, and endear him to the honest patriots of all parties. In one word, he has saved his country; and long may he live to witness the happiness which this noble act will confer upon twenty one millions of inhabitants.

The Poles have again been successful, and achieved a succession of splendid victories. In one of which, the 7th, the loss of the Russians is estimated at 23,000 in killed and prisoners; and Gen. Diebitsch said to be among the latter. It now appears that the Russians loss in the battle of the 21st March, was 12,000!

The Russians who have not fallen or been taken prisoners, are in full retreat in different directions. The probability is, that but few will escape. We have no official information of the loss of the Russians in the battles of the 4th, 7th and 9th. The official account of the action of the 9th, states the prisoners at between 3000 and 4000, and we may safely estimate their loss in killed, wounded and prisoners, in these three engagements, at 30,000!—The Paris papers estimate the entire loss of Diebitsch, since his entrance into Russia, at 60,000. We do not credit the rumor of his having been taken prisoner up to the date of our accounts but we feel a misfortune if he remains with his army. Their fate is sealed; and may such forever be the fate of those, who seek to exterminate a gallant people struggling for liberty!

Courier and Enquirer

SWITZERLAND.

It was reported that the Emperor of Russia has declared to the Swiss Cantons, that if they did not disarm immediately, he would regard their conduct as a violation of the general neutrality; and that the Austrian troops, upon withdrawing from Italy, had been ordered into Austrian Poland. A Congress upon the affairs of Europe was talked of, to take place at Trouppan, in Silesia; but many places have been mentioned as likely to be the scene of some notable conferences. There is no further news from Poland.

Sheffield



Salisbury. In the first article under our editorial head in our last paper, where the words "imports and exports," are placed in juxtaposition, read "imports and exports."

We have been requested to say that there will be a meeting of the citizens of this place on Tuesday morning next at 10 o'clock A.M. for the purpose of adopting measures for the celebration of the approaching anniversary of our independence.

This number will complete the 11th volume of this paper since its first establishment, and the first volume since we have owned the concern. In announcing this fact to our patrons we would very respectfully remind those that are in arrears to us that we stand in need of what is due us. Although the amount each individual owes is small yet it will, when the whole is added up, make a considerable sum of money. We must have money to defray the expenses of the office. The richest man in the community would be drained if he constantly disbursed and collected none. The paper maker must be paid.—The workmen must be paid.—The merchant must be paid, and every individual with whom we deal must be paid. But this can not be done without the Editor of the paper is paid. We hope therefore that all who are indebted to us will comply punctually with this request. Those indebted to us for advertising are requested to settle their accounts as early as possible.

With the present number terminates my charge over the editorial department of this paper. In its relinquishment I cannot forbear to return my acknowledgments to the friends of this paper for their generous and liberal support when the battle cry was raised against it, when the most powerful onset which its enemies were capable of producing was made to compass its destruction. But what was intended to intimidate, and if possible destroy, in the end had a tendency to strengthen and confirm the patronage of this Journal. This has been the uniform result of all causeless clamor and malicious persecution. My best efforts have been exerted in the cause of the republic, and the principles which I have advocated I honestly believed to be those of the constitution.

It is peculiarly gratifying to me to reflect that, notwithstanding every exertion was made to discredit the political opinions which I held and inculcated, they were nevertheless received as orthodox and sound, and the morbid and insane doctrine of the adversaries of free government flouted as heterodox and destructive of the liberty of the citizen. This speaks volumes for the liberality and independence of the patrons of this paper. It cannot fail to instill confidence into the individual who will take the entire control over its conduct. It cannot fail to inspire him with determination to discharge his duty to his country with unflinching and fearless intrepidity. He may well say, with such firm adherents, I can speak the convictions of my own mind without dread of proscription from my supporters. If I cling to the constitution and republicanism I may defy the malice of my political enemies. I stand on a firm rock when I repose upon the liberality and independence of my patrons. He may hold this language with perfect impunity and he may act up to its spirit without mortification or inconvenience.

I cannot close this brief letter of thanks without exhorting those for whom it is specially intended to hold on steadily to the Republic can faith, and to lend their most zealous efforts to re-elevate the man to the first office in the gift of the nation who can alone, in the present crisis of our affairs, sustain it pure and unimpaired. It is unfortunate for this country and unpropitious to the unanimity of the Republican party that its harmony should have been disturbed by the dissensions of the two first officers of our government. But the momentary inconvenience which this occurrence produced and prudence, if they have not already remedied, will soon dissipate, and we shall once more sit together quietly and harmoniously.

W. JEFFERSON JONES.

Salisbury, June 6th 1831.

It will be seen by the above that Mr. Jones' connection with the management and ownership of this press ceases with the present number of this paper. In assuming the sole management of this press, I will briefly mention some of the leading articles of my political faith.

This paper will, in future, be conducted solely by myself. Although a change has taken place as is stated, it yet preserves the same *locum tenens* in its politics. It will be my aim to render it a useful and instructive public Journal. The policies which have hitherto been advocated in its columns will still receive my steady, firm and unwavering support. I cannot think that this United Government was ever intended by its framers to be consolidated for the purposes of Legislation. Could I be brought to sanction this opinion which the National Republican party maintain, I should not be so

TERMS.—Six months for approved notes payable at Banks in good standing in any part of the country, eight months for City acceptances or 5 per cent discount for Cash—in all cases where the time is extended interest will be charged at the rate of 7 per cent per annum. Any Goods purchased at this Establishment that do not suit the Market for which they were intended will be exchanged for others.

BLANK DEEDS,
Of every description, neatly Printed, and